

Serial No.: 10/053,666  
Atty. Docket No.: P67552US0

**REMARKS**

The Office Action mailed July 15, 2003, has been carefully reviewed, and by this Amendment, claims 16 and 18 have been canceled, and claims 15, 17 and 19 have been amended. Accordingly, claims 15, 17 and 19-28 are pending in the application. In view of the above amendments and the following remarks, favorable reconsideration is respectfully requested.

The Examiner rejected claims 15-28 under 35 U.S.C. 103(a) as being unpatentable over Applicants' prior art disclosure in view of ordinary skill in the art. The Examiner also rejected claims 21, 22 and 26 under 35 U.S.C. 103(a) as being unpatentable over Applicants' prior art disclosure in view of EP 0 532 016 to Padden.

As set forth in amended claim 15, the present invention is directed to a connecting device used in an aircraft to connect a movable part of the aircraft with a structural component thereof. The connecting device includes at least one fitting that is made of a synthetic composite material according to a resin transfer molding method and includes a carbon fabric as a reinforcement element; the fitting is secured to the movable part by gluing. With this construction, the present invention is low in weight while providing a very high loading capacity.

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As claimed, the present invention relates to a fitting for connecting movable parts with structural components of airplanes or the like, where extremely high loads act on the movable parts and hence the fittings, necessitating that the fittings be especially stable.

According to the description of the present application, the term "movable parts" serves to denote in particular spoilers, landing flaps, control surfaces, etc., which are required to control the airplane and to assist in the take-off, landing and moving procedures. In this field of technology it is neither well known nor obvious to use a synthetic material for the fitting and to secure the fitting to the movable part by gluing.

The mere fact that gluing and other attachment mechanisms may be comparable in some technology fields cannot be extended to reach the conclusion that such differing mechanisms are equivalent means in every technology field. For example, one would not weld two pieces of wood, nor bolt two pieces of fabric; gluing, however, would be appropriate in both instances. Accordingly, Applicants request reconsideration of the conclusion that gluing and bolting are equivalent in the high-load airplane application currently being claimed.

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The claimed features of the present invention make it possible not only to obtain a low weight for the fitting but also to safeguard a limited difference between the thermal expansion of the fitting and the thermal expansion of the movable part. Due to the reduced thermal expansion differences, the demands set on the connection between the fitting and the movable part are accordingly smaller, such that the number of connecting elements and hence the weight may be reduced. In addition, the expensive and complex design of forged or milled fittings of aluminum and titanium alloys is no longer necessary. Furthermore, components made of synthetic materials exhibit a higher corrosion resistance than metal parts.

For at least the foregoing reasons, reconsideration and allowance of claims 15, 27 and 28 is requested; claims 17 and 19-26 are also in condition for allowance as claims properly dependent on an allowable base claim. Favorable consideration is requested.

No new issues being raised herein, the foregoing Amendment is proper after Final action and entry thereof is requested.

Should the Examiner have any questions or comments, the Examiner is cordially invited to telephone the undersigned

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attorney so that the present application can receive an early  
Notice of Allowance.

Respectfully submitted,

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